

BRIEFING

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Item # 5.2.2

Transportation Briefing to

SPC on Transportation and Transit
2021 March 17

ISC: UNRESTRICTED
TT2021-0335

Updating the Name of the Cycle Track

PURPOSE OF BRIEFING

Administration is reviewing the naming convention of the Cycle Track to recognize the changing usage, plain language policy, and consistency with national guidelines. As part of regular business, The City updates infrastructure names and brands as technology and societal trends evolve.

BACKGROUND

In 2019, Calgary's Bylaws were updated to allow e-Scooters, Scooters, Skateboards and other approved micromobility modes in Calgary's Bike Lanes and Cycle Track. Cities across North America have been updating their respective bylaws to allow for more than just cycling in bike lanes. However, only a few jurisdictions have formally changed the name of their infrastructure to reflect this change.

A recommendation was added to the Shared e-Bike and e-Scooter Final Pilot Report (TT2020-1260) to "Direct Administration to explore formally changing the name of our cycle tracks to mobility tracks or another name to better reflect their current and future use, and return to Transportation and Transit Committee with recommendations and next steps no later than Q1 2021". This added recommendation was passed unanimously at the January 18th Combined Meeting of Council.

In order to implement a name change for the Cycle Track, The City of Calgary is working with other Canadian cities through the Transportation Association of Canada (TAC) to ensure Canadian municipalities coordinate, so professionals and the general public have the same understanding of what different names, designs and signage mean across Canada. Any changes to symbology or signage would be made on an opportunity or lifecycle basis.

No special study, resources or funding is required. This is part of The City's usual business.

SUPPORTING INFORMATION

A Cycle Track is a bike lane protected by a physical barrier from vehicles and is intended to give the user the comfort and experience of a pathway. Most major Canadian Cities either use the term Cycle Track (Calgary, Toronto, Ottawa, Saskatoon, Markham, Sudbury) or Protected Bike Lane (Edmonton, Vancouver, Victoria, Winnipeg, Halifax) to describe this type of infrastructure.

Across North America, jurisdictions are updating their bylaws to reflect the changing use of their Cycle Tracks and Protected Bike Lanes. However, very few jurisdictions have changed the names of their cycling infrastructure, apart from Atlanta, Georgia which calls them "LIT Lanes" (Lite Individual Transport Lanes) and North Vancouver who rebranded to "Mobility Lanes" in 2019.

The naming, design and symbology standards of infrastructure are typically coordinated through the Transportation Association of Canada (TAC), the National Association of City Transportation Officials (NACTO) and the U.S. Department of Transportation - Federal Highway Administration.

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This coordination is done so both professionals and the general public have the same understanding of what different names, designs and signage mean, regardless of municipality. The conversation and process of coming up with new names and symbols for “Cycle Track” and “Protected Bike Lane” is already underway at the Transportation Association of Canada and the National Association of City Transportation Officials. If there are multiple potential names that are agreed upon at the national level, then The City can utilize the Calgary Citizens View panel to understand which name Calgarians prefer and use that information to inform the decision. If there is a change to symbology, for example moving from a bike decal on the signs and roadway to a wheel logo, these changes would be made on an opportunity or lifecycle basis. For example, if a bike decal has faded then the new type of decal would be painted.

RISK

As this is not a high priority for the Transportation Association of Canada, there could be an extended period before names and or symbols are chosen. To mitigate this concern in the interim, The City will continue to provide information to citizens on what transportation modes are allowed in bike lanes and the cycle track.